

Federal Aviation Administration, DOT

§ 25.975

(e) Each fuel tank must be isolated from personnel compartments by a fumeproof and fuelproof enclosure.

§ 25.969 Fuel tank expansion space.

Each fuel tank must have an expansion space of not less than 2 percent of the tank capacity. It must be impossible to fill the expansion space inadvertently with the airplane in the normal ground attitude. For pressure fueling systems, compliance with this section may be shown with the means provided to comply with § 25.979(b).

[Amdt. 25-11, 32 FR 6913, May 5, 1967]

§ 25.971 Fuel tank sump.

(a) Each fuel tank must have a sump with an effective capacity, in the normal ground attitude, of not less than the greater of 0.10 percent of the tank capacity or one-sixteenth of a gallon unless operating limitations are established to ensure that the accumulation of water in service will not exceed the sump capacity.

(b) Each fuel tank must allow drainage of any hazardous quantity of water from any part of the tank to its sump with the airplane in the ground attitude.

(c) Each fuel tank sump must have an accessible drain that—

(1) Allows complete drainage of the sump on the ground;

(2) Discharges clear of each part of the airplane; and

(3) Has manual or automatic means for positive locking in the closed position.

§ 25.973 Fuel tank filler connection.

Each fuel tank filler connection must prevent the entrance of fuel into any part of the airplane other than the tank itself. In addition—

(a) [Reserved]

(b) Each recessed filler connection that can retain any appreciable quantity of fuel must have a drain that discharges clear of each part of the airplane;

(c) Each filler cap must provide a fuel-tight seal; and

(d) Each fuel filling point, except pressure fueling connection points, must have a provision for electrically

bonding the airplane to ground fueling equipment.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-40, 42 FR 15043, Mar. 17, 1977; Amdt. 25-72, 55 FR 29785, July 20, 1990]

§ 25.975 Fuel tank vents and carburetor vapor vents.

(a) *Fuel tank vents.* Each fuel tank must be vented from the top part of the expansion space so that venting is effective under any normal flight condition. In addition—

(1) Each vent must be arranged to avoid stoppage by dirt or ice formation;

(2) The vent arrangement must prevent siphoning of fuel during normal operation;

(3) The venting capacity and vent pressure levels must maintain acceptable differences of pressure between the interior and exterior of the tank, during—

(i) Normal flight operation;

(ii) Maximum rate of ascent and descent; and

(iii) Refueling and defueling (where applicable);

(4) Airspaces of tanks with interconnected outlets must be interconnected;

(5) There may be no point in any vent line where moisture can accumulate with the airplane in the ground attitude or the level flight attitude, unless drainage is provided; and

(6) No vent or drainage provision may end at any point—

(i) Where the discharge of fuel from the vent outlet would constitute a fire hazard; or

(ii) From which fumes could enter personnel compartments.

(b) *Carburetor vapor vents.* Each carburetor with vapor elimination connections must have a vent line to lead vapors back to one of the fuel tanks. In addition—

(1) Each vent system must have means to avoid stoppage by ice; and

(2) If there is more than one fuel tank, and it is necessary to use the tanks in a definite sequence, each vapor vent return line must lead back to the fuel tank used for takeoff and landing.